

served as a despatch and local patrol boat at Boston, operating under the aegis of the 1st Naval District through early October 1918. Due to the urgent need for such craft at Brest, France, at that time, orders apparently went forth from Washington to Boston, directing the Commandant of the 1st Naval District to ready six "SP-boats"—*Commodore* (SP-1425), *Cossack* (SP-695), *War Bug* (SP-1795), *Sea Hawk* (SP-2365), *Kangaroo* (SP-1284), and *SP-729* (ex-*Apache*)—to be shipped to France as deck cargo, amply provided with spare parts. The order, dated 14 October 1918, revealed that *Apache* had in fact lost her "name" by that time and was known simply by her alphanumeric number, *SP-729*.

Nothing further on this proposed movement appears in the records, however, probably because of the armistice of 11 November 1918 that ended hostilities and eliminated the need for patrol craft. However, *SP-729* did head south via the inland waterway that December, bound for Florida to take up station briefly at the Pensacola Naval Air Station, probably for duty as a crash boat.

Decommissioned at Key West, Fla., and struck from the Navy list on 17 May 1919, *SP-729* was turned over to the Coast Guard on 22 November 1919. A little less than a month later, she was named *Arrow*, on 16 December, but was apparently not commissioned for service until 25 August 1921, at Key West. Soon thereafter, the cutter *Tallapoosa* towed *Arrow* to Tampa. While *Arrow* was serving at Tampa, she was reclassified as the unnamed harbor launch, *AB-2*, on 6 November 1923. The boat was later found unfit for further Coast Guard service and transferred to the Shipping Board on 18 March 1925 for ultimate disposition.

#### IV

(AT-67: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 .50-cal. mg.)

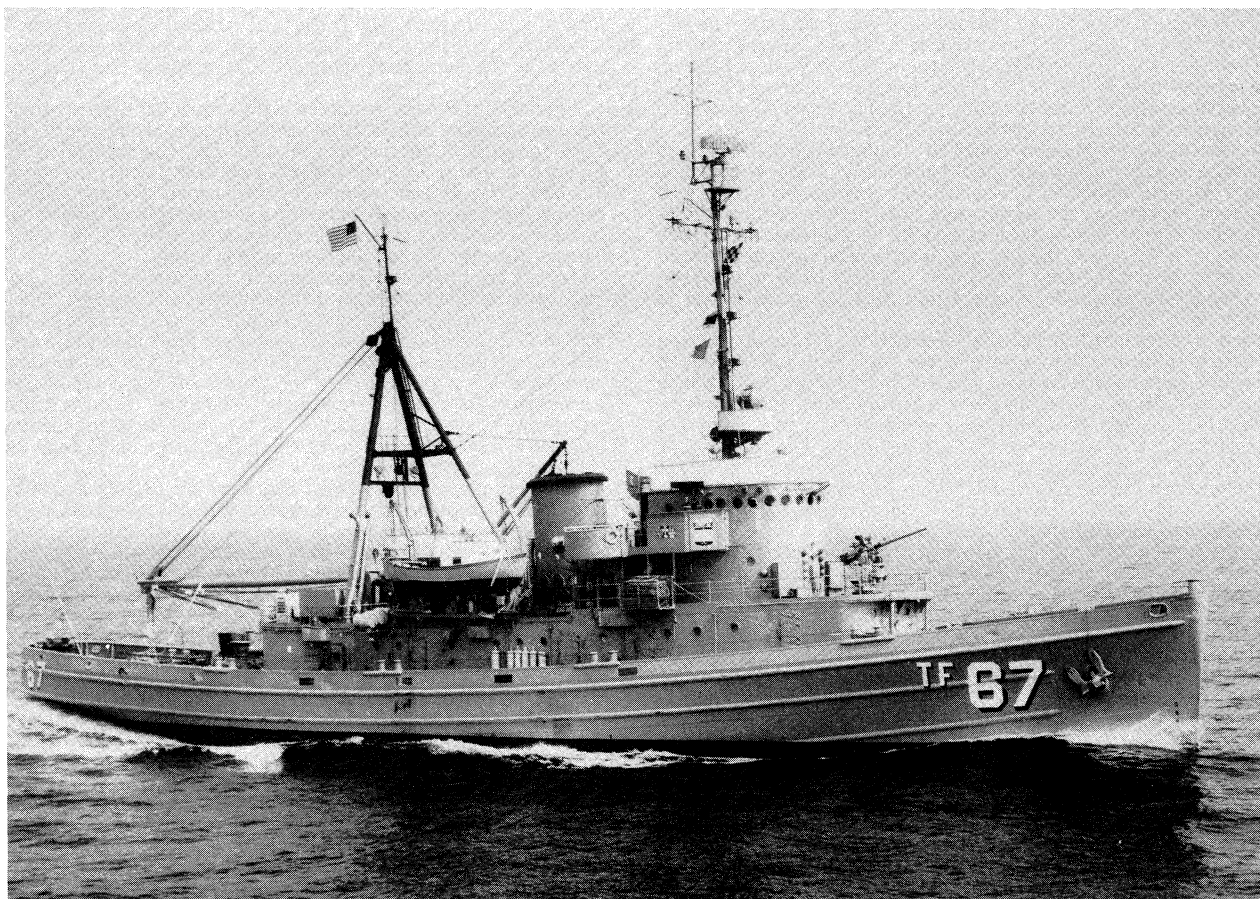
The fourth *Apache* (AT-67) was laid down on 8 November 1941 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; launched on 8 May 1942; sponsored by Mrs. G. E. Baker; and commissioned on 12 December 1942, Lt. (jg.) Clyde S. Horner in command.

The tug spent the next six weeks training out of Portsmouth, Va., and Key West, Fla. In February 1943, she departed Norfolk, Va., bound for San Diego, Calif., where she spent two months engaged in towing operations before sailing on 8 May for New Caledonia. *Apache* reached Noumea in mid-June and worked from that base through mid-October, towing and salvaging vessels at Noumea, Funafuti, and Espiritu Santo.

On 26 October, *Apache* sailed as part of Task Force (TF) 31 for the invasion of Bougainville in the Solomons. The landings began on 1 November, and *Apache* assisted grounded vessels to withdraw from the beaches. Between December 1943 and March 1944, the tug operated throughout the Solomon Islands area. On 17 March, *Apache* joined Task Group (TG) 31.2 for an assault on Emirau Island in the Bismarcks and, after completing that assignment, returned to Guadalcanal on 4 April. On 15 May 1944, she was reclassified a fleet ocean tug and redesignated ATF-67.

*Apache* joined TG 53.1 on 4 June to assist in the invasion of Saipan. The force reached the staging area near Kwajalein on the 8th and sailed for the Marianas on 12 June. The invasion of Guam was postponed due to the Battle of the Philippine Sea, and TG 53.1 returned to Eniwetok on 28 June. In mid-July, *Apache* headed back to the Marianas and took part in the preinvasion bombardment of Guam and, after the landings, helped to clear amphibious vessels from the beach. On the 21st, the tug screened the transport area off Guam.

The ship left Guam on 3 August and served in the Tulagi area for two weeks before beginning a tender availability at Noumea



*Apache* (ATF-67) underway off the coast of southern California, 31 August 1964, in a view taken by Photographer 2d Class Lindberg.

on 20 August. She operated out of that base through late September and sailed for Auckland, New Zealand, on 23 October. After a brief rest and recreation period, *Apache* returned to Noumea on 8 November and operated there for more than a month. On 12 December, she got underway for Hollandia, New Guinea. After two days in port there, the tug sailed for Leyte, Philippines, and operated there through the end of the year.

*Apache* rendezvoused with TG 77.6 on 2 January 1945 to take part in the invasion of Luzon; and, for the next few days, she worked under frequent enemy air attacks. On 5 January, the tug was attacked by numerous Japanese planes and claimed to have shot down four. One of the planes crashed into *Apache's* radar mast and exploded off her port bow. Three of her crewmen were wounded, and the ship herself sustained minor material damage, but remained in operation with the task group. On 13 January, the tug steamed to the aid of *Salamaua* (CVE-96) and shepherded that kamikaze-damaged escort carrier to Leyte. From there, *Apache* proceeded to Seeadler Harbor for repairs.

The tug got underway once again on 24 February, bound for Ulithi and, for the next two months, operated from that atoll. On 7 May, *Apache* took two ships in tow and returned to Leyte. On the 21st, she pushed on toward the Admiralties and sailed from Manus on 24 May, bound for Hawaii. *Apache* reached Pearl Harbor on 16 June and, the next day, sailed independently for the west coast of the United States. Upon her arrival at San Francisco, the tug proceeded to the United Engineering Co., Alameda, Calif., for repairs. *Apache* began refresher training at San Pedro, Calif., on 13 August. Two days later, Japan capitulated.

In September, the tug reported to San Diego for duty. During the next 14 months, *Apache* operated along the west coast. On 3 December 1946, she was placed out of commission, in reserve, with the Columbia River group of the Pacific Reserve Fleet.

Due to the need to expand the Fleet caused by the outbreak of the Korean War, *Apache* was recommissioned on 20 July 1951. Following a few months of operations on the west coast, she was ordered to the Far East and arrived in Sasebo, Japan, in early December 1951. On the 17th, the tug sailed to Wonsan, Korea, where she relieved *Yuma* (ATF-94) as the area salvage and rescue vessel. *Apache* also laid buoys in the harbors of Wonsan and Hungnam before returning to Sasebo on 4 January 1952.

The tug's next mission began on 18 January, when she took station as a patrol ship off Cho Do and Sok To. *Apache* returned to Yokosuka, Japan, on 19 February for upkeep but was back in Wonsan harbor on 20 March. She took part in several shore-bombardment missions besides serving as a salvage and rescue vessel. On 12 April, the tug put in at Sasebo for a brief availability. During the next four weeks, *Apache* made several salvage runs to Cheju Do, Korea, before arriving at Sasebo on 12 May for availability.

*Apache* returned to action at Wonsan on 16 June and served there until returning to Sasebo on the 28th. She departed Japan on 2 July and headed for Pearl Harbor. But for a tow to Kwajalein and one to Midway, the tug remained in Hawaiian waters for the next nine months. She sailed for Seattle, Wash., on 4 May 1953, picked up a tow, and proceeded to San Diego. The tug worked along the California coast until mid-July, when she headed for the western Pacific. She served there through the end of 1954, performing various missions at Guam, Kwajalein, Eniwetok, Bikini, and the Philippines.

In January 1955, *Apache* returned to the west coast, reaching San Francisco on the 14th. However, she got underway for the Far East on 17 March, reached Yokosuka on 21 May, and began operations with Naval Forces, Far East. Although the tug's home port was changed to San Diego in January 1956, she remained in the western Pacific (WestPac) through the end of the decade, serving as a tow ship and occasionally taking part in search and rescue missions.

Early in 1960, *Apache* returned to San Diego for a six-month overhaul. Then, in December, after several months of service at San Diego, she headed back toward WestPac. She paused in Pearl Harbor and Guam before reaching Sasebo in February 1961. Shortly thereafter, the tug shifted to Subic Bay, Philippines, and operated from that base into April, when she sailed for Kwajalein and Pearl Harbor. On 11 May, the ship left Hawaii and proceeded to San Diego. Through the rest of 1961 and early 1962, *Apache* once again conducted coastal towing operations.

On 7 May 1962, *Apache* entered the Campbell Machine Co. shipyard at San Diego for overhaul and remained there until 18

July, when she commenced refresher training. In early September, *Apache* sailed for the Far East. During the tour, she served in the Philippines, Okinawa, Hong Kong, and Japan before departing Sasebo on 6 January 1963 and setting a course for Pearl Harbor. She proceeded from there to San Diego and spent the next few months in post-deployment standdown and local operations.

*Apache* continued her pattern of west coast operations and WestPac deployments during 1964 and 1965. Late in 1965, she made her first WestPac cruise involving Vietnam service which began with the 7th Fleet operations on Yankee Station off the Vietnamese coast. In early February 1966, the tug escorted *Brinkley Bass* (DD-887) to Subic Bay following that destroyer's collision with *Waddell* (DDG-24) in the South China Sea. After brief service back at Danang, Vietnam, *Apache* proceeded to Hong Kong and Kaohsiung, Taiwan, for rest and recreation. She next carried out one more tow from Subic to Danang before leaving Vietnam on 4 March and heading home. The tug stopped en route at Pearl Harbor before reaching San Diego on 1 April.

*Apache* operated along the California coast through the rest of 1966 and the first eight months of 1967. In September 1967, she was reassigned to Submarine Flotilla 1 to support the operations of *Trieste II*. *Apache's* new role involved towing the bathyscaph whenever required. On 23 October, the tug began a series of tests and trials off San Clemente Island in conjunction with *Trieste II*.

The first two months of 1968 were devoted to providing services for Fleet Training Group, San Diego. In early March, *Apache* resumed her duties with *Trieste II*. On 3 February 1969, the two vessels got underway from San Diego, bound for the Atlantic to investigate the loss of *Scorpion* (SSN-589). They reached the Azores on 21 May and, from 2 June until 2 August, the tug maintained station near *Trieste II* while the bathyscaph investigated the remains of *Scorpion*.

On 7 August, the tug and the deep submersible began their long voyage back to San Diego and reached home port on 7 October. Upon her return, *Apache* began preparations for an extensive overhaul; and she entered the yards at San Diego on 15 December.

After this work was completed in mid-April 1970, *Apache* held refresher training until late June and then carried out local operations through 25 September. On that day, the tug sailed for Panama to escort *Dolphin* (AGSS-555) back to San Diego. In January 1971, *Apache* resumed operations with *Trieste II*. The tug left San Diego on 5 October for a series of special operations in the Pearl Harbor area which continued until early May 1972. On the 23d, *Apache* arrived back at San Diego.

*Apache* got underway once again in June and alternated salvage operations with towing services for *Trieste II*. She continued this routine through March 1973 when she began a repair period at San Diego. Several material casualties prolonged the work, and the vessel did not leave the yard until 21 May. On that day, *Apache* sailed with *Trieste II* for waters off the coast of San Francisco to take part in Operation "Teleprobe." However, bad weather postponed the operation; and *Apache* sustained further damage which forced her to return to San Diego on 23 June for three weeks of repair work.

The tug arrived back in San Francisco on 18 July and, two days later, got underway for Hawaiian waters to resume Operation "Teleprobe." The operation was successfully completed on 30 July, and *Apache* arrived back in home port on 8 August for more local operations. She made her last tow as an active ship on 31 January 1974, when she delivered *Sterett* (DLG-31) to Long Beach, Calif. On 27 February 1974, the veteran tug was decommissioned, and her name was struck from the Navy list.

*Apache* won six battle stars and the Navy Unit Commendation for her World War II service, two battle stars for Korean service and two battle stars, the Navy Unit Commendation, and the Meritorious Unit Commendation for Vietnam service.

## V

(ATF-172: dp. 2,000 (f.); l. 218'; b. 42'; dr. 15'; s. 15 k.; epl. 21; cl. *Powhatan*)

The fifth *Apache* (ATF-172) was laid down on 22 March 1979 at Marinette, Wis., by the Marinette Marine Corp.; launched on 28 March 1981; sponsored by Mrs. John R. Young; and delivered to the Military Sealift Command (MSC) on 23 July 1981. Manned by

a civil service crew, the fleet tug then began service with the MSC in the Atlantic. Among her early assignments was a mission in September 1982 towing *Iowa* (BB-61) from the Philadelphia Naval Shipyard to Westwego, La., where the battleship began modernization work preparatory to her return to active service. As of the spring of 1987, *Apache* continued to serve with MSC in the Atlantic.

#### *Apalachicola*

A name given to numerous Indian settlements in the southeastern United States. The word was used frequently by the French and Spanish during the 18th century to refer to the Lower Creek Indians settled on the Chattahoochee River in what is now Alabama. It may mean "people on the other side."

(YTB-767: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

*Apalachicola* (YTB-767) was laid down in May 1963 at Mobile, Ala., by Mobile Ship Repair, Inc.; launched on 26 October 1963; and completed in April 1964.

Placed in service early in 1965, the large harbor tug was assigned duty in the 13th Naval District. Since that time, *Apalachicola* has provided towing and other harbor services to ships in the Seattle area. As of the beginning of 1987, she was still in active service in the 13th Naval District.

*Apaum, West*, see *West Apaum*

#### *Apex*

(AM-142: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

*Apex* (AM-142) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. J. L. Chancey; and completed on 17 August 1943. Transferred to the Government of the Union of Soviet Socialist Republics that same day, she served the Soviet Navy as *T-115*. The Soviets have retained her since that time. She was carried on the American Navy list—as MSF-142 after 7 February 1955—until 1 January 1983 when her name was struck from the Navy list.

#### *Aphrodite*

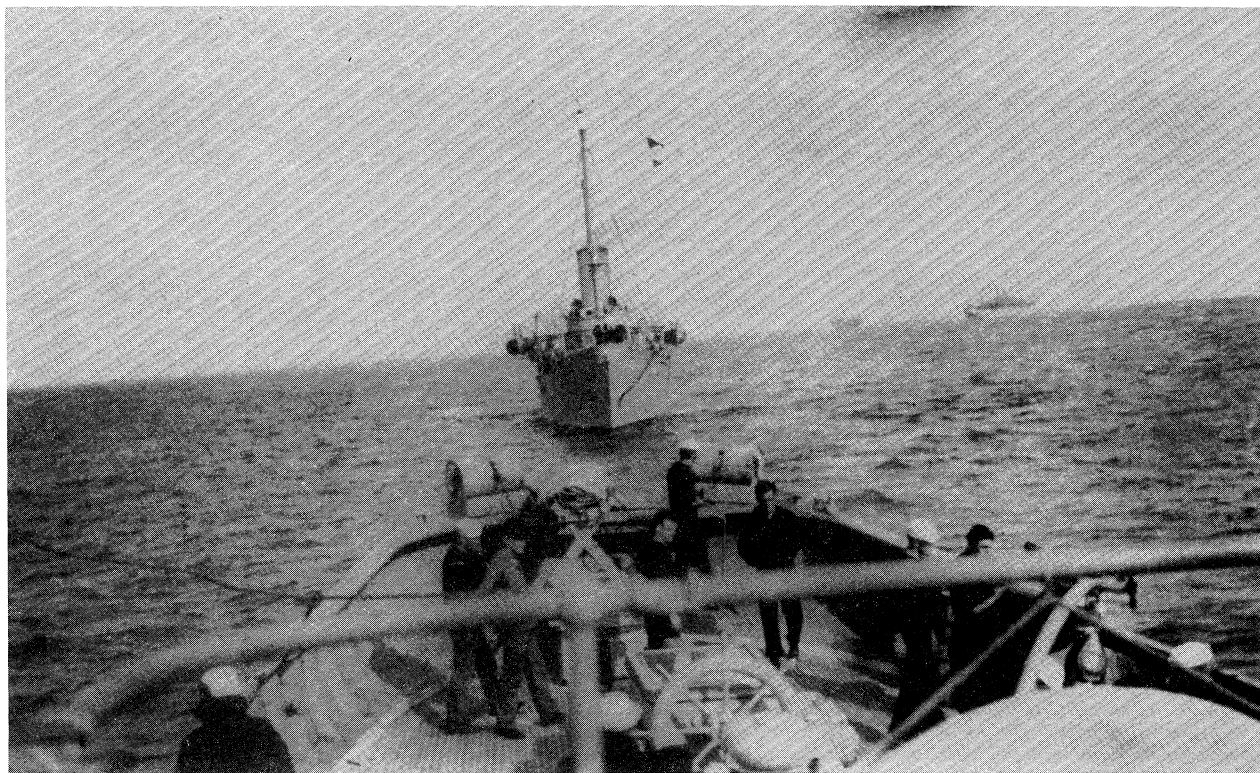
The goddess of love and fertility in Greek mythology.

(Yacht: dp. 1,500; l. 302'; b. 35.6'; dr. 17' (aft) (approx.); s. 15 k.; cpl. 68; a. 4 3", 2 mg.)

*Aphrodite* (SP-135)—a yacht constructed in 1899 at Bath, Maine, by the Bath Iron Works—was acquired by the Navy from Col. O. H. Payne, of New York City, on 11 May 1917; and she was commissioned at New York on 5 June 1917, Lt. Comdr. Ralph P. Craft in command.

Nine days after her commissioning, the converted yacht set out for Europe in the escort of the first convoy carrying the American Expeditionary Force to the battlefields in France. She arrived at St. Nazaire on 27 June and began patrols of the Bay of Biscay. Her duty consisted of escorting coastwise convoys and meeting in-bound convoys from America and seeing them safely into Brest, Verdon, or St. Nazaire. On 16 February 1918, she was reassigned to the base located at Rochefort, whence she served as an offshore escort until March. On 28 March 1918, she was assigned to Division 7, Squadron 3, Patrol Force, based at Verdon. She served as a convoy escort on the French coast for the remainder of the war.

After the armistice of 11 November 1918 ended hostilities, she served as a station ship at the British ports of Harwich and



*Aphrodite* (SP-135), as seen from another converted yacht, steams astern while escorting a convoy, circa 1917–1918. Note depth charges lashed to the gunwale of the ship in the foreground. (NH 57627)



Portland and, later, at Hamburg, Germany. *Aphrodite* returned to the United States at New York on 29 June 1919. She was placed out of commission at the Fleet Supply Base, Brooklyn, N.Y., on 12 July and returned to her owner that same day.

### *Apogon*

A group of large-headed salt water fishes with oblong compressed bodies found in tropical or subtropical waters. The majority of these fishes are marine and live among reefs in shallow water. One subgroup, cardinal fish, range from two to eight inches in length and are characterized by two dorsal fins, a large mouth, large eyes, and large scales.

(SS-308: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

*Apogon* (SS-308) was laid down on 9 December 1942, by the Portsmouth (N.H.) Navy Yard; launched on 10 March 1943; sponsored by Mrs. Thomas Withers, the wife of Admiral Withers; and commissioned on 16 July 1943, Lt. Comdr. W. P. Schoeni in command.

The submarine held shakedown in the waters off the New England coast and departed New London on 13 September, bound for Hawaii. *Apogon* transited the Panama Canal on 25 September and reported for duty on that date to the Commander in Chief, Pacific Fleet. She reached Pearl Harbor on 11 October and commenced three weeks of training. After loading fuel and provisions, *Apogon* got underway on 3 November for her first war patrol.

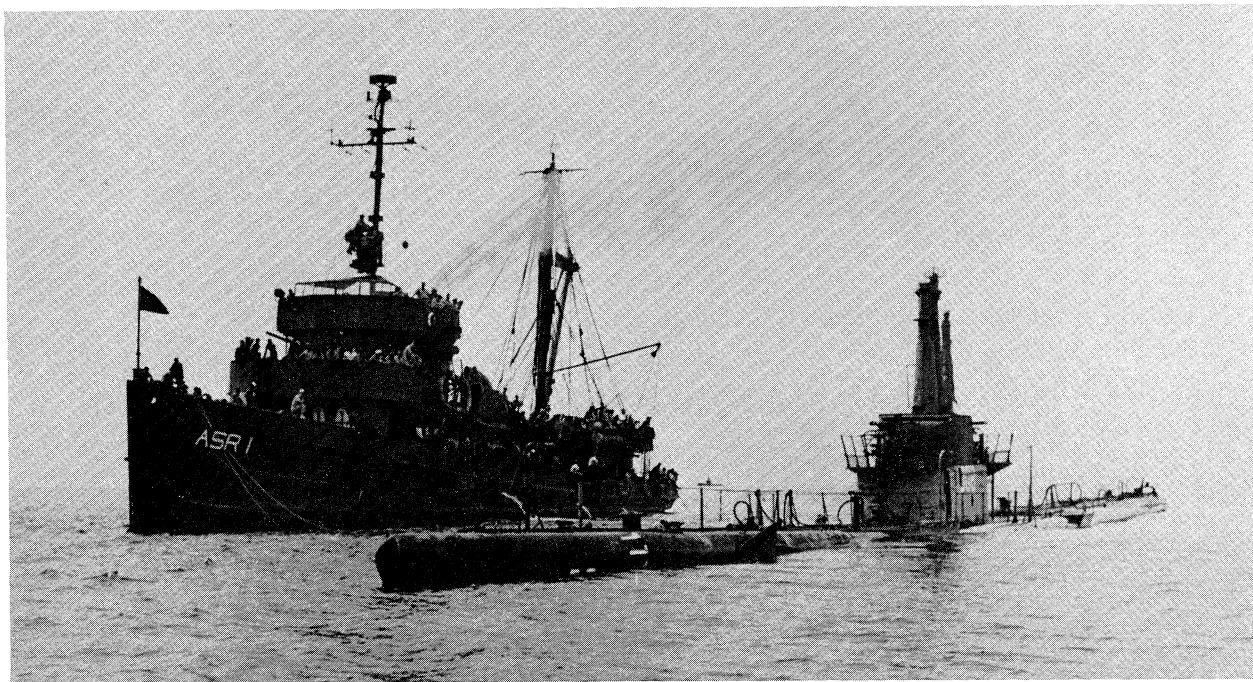
*Apogon's* patrol area comprised the waters within a 60-mile radius of Moen Island and those along the shipping lanes between Truk and Kwajalein. The submarine was acting in support of Operation "Galvanic," the seizure of the Gilbert Islands. After a brief stop at Johnston Island on 5 November to top off her fuel tanks, *Apogon* continued on to her assigned area. During this patrol, she sighted four contacts deemed worthy of torpedo expenditure and actually attacked three. The only major damage she inflicted occurred on 4 December, when the submarine sank

a 2,962-ton Japanese auxiliary, *Daido Maru*, a former gunboat. On 18 December, she ended her patrol and moored at Midway.

Following a refit there, *Apogon* proceeded to Pearl Harbor on 26 December for further repairs and training. She left Hawaii on 15 January 1944 for her second patrol, this time in waters surrounding the Marianas. On 1 February, *Apogon* made the only attack of the patrol. She sighted a six-ship convoy and, soon thereafter, opened fire. The crew heard an explosion and saw their torpedoed target burst into flames. Ten minutes later, the lookout saw about 50 feet of the Japanese ship's stern sticking out of the water, and this soon disappeared. *Apogon* then attacked another Japanese auxiliary. Although *Apogon* claimed to have sunk both ships, she was not officially credited with having destroyed either. *Apogon* ended her patrol after 50 days and returned to Pearl Harbor on 9 March.

*Apogon* moored beside *Bushnell* (AS-15) on 10 March to commence refit. The submarine was drydocked at the Pearl Harbor Navy Yard from 15 to 19 March for the installation of two new propellers. After additional training exercises, she got underway on 2 April. She paused at Johnston Island on 4 April to refuel and, later that day, resumed her voyage toward waters south of the Japanese home islands. However, when a crewman was preparing to clean a 20-millimeter machine gun the next day, a live cartridge accidentally left in the chamber discharged and ricocheted into the man's leg. *Apogon* immediately returned to Johnston Island to transfer the wounded man to the dispensary. The submarine again got underway on 6 April and conducted her entire patrol without encountering any enemy shipping. She finally arrived at Majuro on 22 May.

Refitting began on 23 May, and the submarine got underway on 8 June for trials. *Apogon* began her fourth patrol, which was in the area between Formosa and the Philippines, in company with *Guardfish* (SS-217), *Thresher* (SS-200), and *Piranha* (SS-389). On 12 July, *Apogon* and her consorts spotted a nine-ship Japanese convoy sailing with approximately six escorts. The submarines immediately began preparing an attack. The leading Japanese ship of the center column of the formation apparently sighted the wake of *Apogon's* periscope and turned back to ram the submarine. As *Apogon* was turning to port to bring her stern tubes to bear, she was struck on the starboard side by the freighter. About eight feet of the main periscope and periscope



*Apogon* (SS-308) undergoes comprehensive remote control tests prior to her role in Operation "Crossroads," June 1946; *Widgeon* (ARS-1) stands by in the background. (80-G-702799)

shears were torn off, and the radar masts were bent and put out of commission. As a result, *Apogon* prematurely ended her patrol to return for repairs. She arrived at Midway on 22 July, where crews installed additional bracing on the periscope shears before the submarine proceeded on to Pearl Harbor.

Having reached Pearl Harbor on 26 July, *Apogon* was dry-docked. Both tail shafts were replaced and realigned, and the periscope, periscope shears, and the radar masts were replaced. The three main engines were also overhauled. On 12 September, *Apogon* was underway on yet another wartime patrol. She headed for the Kuril Islands area. The submarine claimed to have sunk a Japanese patrol craft on 23 September, but this kill was not confirmed. Four days later, her luck improved for she sank a 2,000-ton cargo ship, *Hachirogata Maru*. Following this sinking, she rescued two Japanese survivors. The next month proved fruitless, and *Apogon* arrived at Midway on 28 October, ending her fifth patrol.

After a month of refit, *Apogon* commenced her sixth patrol on 20 November, again sailing for the Kuril Islands. The only action of this patrol was an attack on a tanker, which the submarine hit and damaged with a torpedo. On 5 January 1945, *Apogon* arrived in Pearl Harbor for a brief stay before getting underway on 7 January for the Mare Island Navy Yard, Vallejo, Calif., to undergo a major overhaul.

*Apogon* returned to action on 28 May. Her patrol station was the Kuril Islands-Sea of Okhotsk area. She attacked a convoy of four Japanese ships and escort vessels on 18 June and sank one 2,614-ton transport, *Hakuai Maru*. On 2 July, *Apogon* severely damaged a small submarine chaser. The patrol ended on 14 July at Midway.

*Apogon* began her eighth and final patrol on 7 August. She was assigned to the Marcus Island area. She made no attacks during this patrol because the Japanese capitulated on 15 August. *Apogon* returned to Pearl Harbor on 2 September and then continued on to San Diego, where she arrived on 11 September. *Apogon* was placed in reserve there on 1 October. In January 1946, the submarine sailed for Pearl Harbor where she was to undergo preliminary work and tests in preparation to be used as a target in atomic bomb testing. Following completion of this refitting, *Apogon* arrived at Bikini Atoll on 31 May. She was sunk at Bikini during atomic bomb test "Baker," on 1 July 1946. Her name was struck from the Navy list on 25 February 1947.

*Apogon* received six battle stars for her World War II service.

### *Apohola*

An Indian clan of the Timucuan family. The Apohola, who inhabited a large portion of Florida, were prohibited from marrying members of their own clan.

(YTB-502: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Sassaba*)

*Apohola* (YTB-502) was laid down on 20 April 1945 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 8 September 1945; delivered to the Navy on 3 January 1946; and placed in service at San Diego.

By the beginning of 1947, she had moved to the east coast. Based at Norfolk, Va., *Apohola* spent the next 29 years plying the waters of the 5th Naval District. In March 1966, she was reclassified a medium harbor tug and was redesignated YTM-768. She served actively until February 1976. At that time, the tug was placed out of service and was turned over to the Maritime Administration (MARAD) for berthing with the James River (Va.) Group of the National Defense Reserve Fleet. Though in MARAD custody, she remained Navy property, and her name continued to appear on the Navy list. As of mid-1987, that status had not changed.

### *Apollo*

The Greek god of youth, manly beauty, music, and song. He was also the god of prophecy whose oracle was located at Delphi.

(AS-25: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm, 20 20mm; cl. *Aegir*; T. C3-S-A2)

*Apollo* (AS-25) was laid down under a Maritime Commission contract (MC hull 860) on 24 June 1943 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 6 November 1943; sponsored by Mrs. James B. Hill; and acquired by the Navy and simultaneously placed in commission on 31 December 1943, Comdr. Charles D. Schutz in command.

The vessel proceeded to the Atlantic Basin Iron Works, Brooklyn, N.Y., and was decommissioned there on 14 January 1944 to undergo conversion for naval service as a submarine tender. *Apollo* was recommissioned on 29 September 1944, Capt. John H. McCutchen in command. After loading stores, the new submarine tender got underway for shakedown in the waters off New London, Conn., and in Block Island Sound. She then took on spare parts and equipment at New London before departing Connecticut on 6 November, bound for the Panama Canal.

*Apollo* transited the Panama Canal on 13 November; paused briefly at San Diego, Calif., for replenishment; and continued on to Pearl Harbor, Hawaii. On 10 December, the ship set a course for Guam, Mariana Islands, and arrived in Apra Harbor 11 days later. She then commenced providing services to various submarines of the Pacific Fleet. Her tour of duty at Guam ended on 10 July 1945, when the vessel got underway to return to Pearl Harbor. Shortly after her arrival, her crew resumed submarine tending activities.

Following the Japanese capitulation, *Apollo* set sail on 27 August for the east coast of the United States. She transited the Panama Canal on 12 September and continued on to New Orleans, La., where she dropped anchor on the 16th. The ship resumed her voyage on 30 October; arrived at Yorktown, Va., on 3 November; and began unloading her ammunition. Four days later, *Apollo* sailed on to New London. Upon reaching that port on the 8th, the tender took up the task of placing submarines of the New London Group, 16th Fleet, in an inactive status.

On 16 October 1946, *Apollo* was placed in commission, in reserve. She was decommissioned on 12 February 1947 and was berthed at New London. On 1 July 1963, her name was struck from the Navy list, and the vessel was transferred to the Maritime Administration for layup in the James River. She was sold to the Union Minerals & Alloys Corp. for scrapping in 1974.

### *Apopka*

A city and lake in Orange County in central Florida. The name is purportedly of Indian origin.

(YTB-778: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

*Apopka* (YTB-778) was laid down in October 1964 at Marinette, Wis., by the Marinette Marine Corp.; launched on 7 July 1965; and completed in September 1965.

Upon entering into service, *Apopka* was assigned to the Atlantic Fleet. By the beginning of 1966, she had crossed the Atlantic Ocean and had begun operations at Holy Loch, Scotland. Still active at the beginning of 1987, *Apopka* continued to provide harbor tug services to Navy ships based at Holy Loch.

### *Appalachian*

A mountain system of eastern North America extending from the Canadian provinces of Newfoundland, Quebec, and New Brunswick southwest to central Alabama.

(AGC-1: dp. 13,910; l. 459'3"; b. 63'; dr. 24'; s. 16.4 k.; cpl. 368; a. 2 5", 8 40mm., 14 20mm.; cl. *Appalachian*; T. C2-S-B1)

*Appalachian* (AGC-1) was laid down under a Maritime Commission contract (MC hull 200) on 4 November 1942 at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 29 January 1943; sponsored by Mrs. John Frank McInnis; acquired by the Navy on 27 February 1943; converted at Brooklyn, N.Y., by the Todd Shipbuilding Co. for naval service as an amphibious flagship; and commissioned on 2 October 1943, Capt. James M. Fernald in command.

Following shakedown in the Chesapeake Bay, *Appalachian* headed south; transited the Panama Canal; and reached San



*Appalachian* (AGC-1), bearing members of the press accredited to Operation "Crossroads," gets underway from alongside a pier at San Francisco, 12 June 1946, bound for Bikini Atoll. (80-G-173112)

Diego, Calif., on 26 November. There, after elements of the 4th Marine Division had embarked, and Rear Admiral Richard L. Conolly had broken his flag in *Appalachian*, she got underway on 13 January 1944, bound for Hawaii.

After a one-day stop in Pearl Harbor, the ship steamed westward to take part in the invasion of Kwajalein Atoll, Marshall Islands. The objectives of the northern attack force, which included *Appalachian*, were the islands of Roi and Namur. The attack opened on 31 January; and, the next day, *Appalachian* entered Kwajalein lagoon and began disembarking the men and equipment of the headquarters battalion of the 4th Marine Division. The area was secured by 5 February. Rear Admiral Conolly shifted his flag to *Maryland* (BB-46), and *Appalachian* set sail the next day for the Ellice Islands.

Her crew enjoyed a week-long respite at Funafuti before the ship sailed to Guadalcanal. She operated in the Solomon Islands until 29 March when she began a return voyage to Hawaii. The vessel reached Pearl Harbor on 8 April and began resupplying.

*Appalachian* returned to Guadalcanal in late April, spent the next six weeks preparing for the impending assault on the Marianas, then, early in June, sailed to Kwajalein, the final staging area for the operation.

On 12 June, *Appalachian*—with Major General Roy S. Geiger, USMC, embarked—sortied in a group of transports carrying troops of his 3d Amphibious Corps. These leathernecks were scheduled to assault Guam. When the force had progressed to within 50 miles of its objective, it was ordered to reverse course

to avoid a powerful Japanese fleet which was then approaching the Marianas to contest the American landings.

While the American 5th Fleet routed the Japanese warships in the Battle of the Philippine Sea and American ground forces fought fanatical Japanese defensive forces on Saipan, the convoy steamed in readiness on a rectangular course for 16 days. The Guam attack was then postponed, and the group put in at Eniwetok on 28 June for replenishment. It once more set sail for Guam on 11 July. The ships reached their objective on the 14th, and *Appalachian* joined in the preassault bombardment that morning and continued providing fire support throughout the invasion. On 30 July, *Appalachian* dropped anchor in Apra Harbor and remained there through the end of the struggle for the island. Guam was officially secured on 10 August, and *Appalachian* got underway that day, bound for Pearl Harbor.

Between 21 August and 2 September, *Appalachian* carried out training exercises off Maui in preparation for an assault on Yap. However, this operation was later cancelled. The ship departed Hawaiian waters on 15 September and proceeded to Manus, Admiralty Islands, for additional training.

*Appalachian* dropped anchor in Seeadler Harbor on 3 October and reported to the 7th Fleet for duty. She sortied on the 14th with invasion forces, bound for Leyte, Philippines. Major General A. V. Arnold, Commander of the Army's 7th Infantry Division, was on board *Appalachian*. The landings on Leyte, which began on 20 October, met little opposition. After her troops had gone ashore, the ship stood by to supply provisions and fresh

water to smaller craft in the area until the 23d, then headed for New Guinea, and arrived in Humboldt Bay five days later.

The ship sailed on for Noumea, New Caledonia, on 20 November. After her arrival there on the 26th, the crew enjoyed a period of liberty. *Appalachian* sailed for the Solomons on 17 December, engaged briefly in invasion rehearsals at Guadalcanal, and stood out to sea on Christmas Day bound for Manus.

For *Appalachian*, the year 1945 began with the invasion of the Philippine island of Luzon. She reached Lingayen Gulf on 11 January, landed her troops, and departed the following day. As she was steaming through the South China Sea, she was attacked by Japanese planes. However, she was able to evade the attackers and reached Leyte Gulf on the 15th.

*Appalachian* sailed east on 18 January and made port calls at Ulithi and Pearl Harbor before reaching San Francisco, Calif., on 13 February. She entered the Mare Island Navy Yard, Vallejo, Calif., on Valentine's Day to begin overhaul. The ship set out once more for Hawaiian waters on 10 April, arrived in Pearl Harbor on the 16th, and began training exercises off Maui.

She sailed for the Marianas on 16 May, and reached Saipan 11 days later. The vessel remained at anchor there until 9 July, when she got underway for the Philippines. She pulled into Manila on 13 July and operated in waters of the archipelago through the end of World War II.

The ship set out for occupation duty in Japan on 18 September, arrived at Aomori at the northern end of Honshu on the 25th, and landed troops who took possession of the town. Soldiers whom she carried also occupied other cities including Ominato, Hakodate, Otaru, Yokohama, Yokosuka, Matsuyama, and Hiroshima.

*Appalachian* departed Japan on 22 November 1945, bound for the west coast of the United States. After reaching the United States, she remained at San Francisco until 12 April 1946 when she was assigned to Joint Task Force 1 which was being established for Operation "Crossroads," the atomic bomb tests to be carried out that summer at Bikini Atoll. During the months of May, June, and July, *Appalachian* served as a headquarters for press representatives before returning to San Francisco on 16 August.

She became the flagship of the 5th Fleet on 13 September and also served the Pacific Fleet in a similar role between 28 October 1946 and 30 January 1947. During this time, the vessel operated out of San Diego. She was decommissioned there on 21 May 1947 and placed in reserve. She was subsequently transferred to the Maritime Administration for disposal, and she was scrapped in 1960. Her name was struck from the Navy list on 1 March 1959.

*Appalachian* won four battle stars for her World War II service.

### *Appanoose*

A county in southern Iowa named for Appanoose, a chief of the Sac and Fox Indian tribes.

(AK-226: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 209; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

A *J. Cassatt* was laid down on 20 June 1944 under a Maritime Commission contract (MCE hull 2662) by the Bethlehem Fairfield Shipyard Inc., Baltimore, Md.; launched on 27 July 1944; sponsored by Mrs. A. J. Cassatt; acquired by the Navy on 10 August 1944; renamed *Appanoose* (AK-226); and commissioned on 26 September 1944, Lt. Comdr. Volmer H. S. G. Holm in command.

On 1 October, *Appanoose* proceeded to the Chesapeake Bay for shakedown. After loading cargo at Davisville, R.I., the ship got underway for the Philippine Islands. *Appanoose* transited the Panama Canal; made intermediate stops at Eniwetok and Ulithi; and anchored at Tacloban, Leyte Island, on 21 December. Three days later, the ship moved to Samar to begin assembling pontoons. Despite enemy torpedo attacks, she successfully completed the task and withdrew to Tacloban on 21 January 1945.

*Appanoose* sailed on 23 January, bound for the west coast. After a brief stop at Manus, the ship continued on to the California coast and arrived at San Pedro on 23 February. *Appanoose* departed the west coast on 9 March and sailed for the Ryukyus.

After stops at Eniwetok and Ulithi, *Appanoose* reached Okinawa on 28 April and began discharging her cargo at Buckner

Bay on 3 May. During the three months *Appanoose* was stationed at Okinawa, she endured numerous Japanese air attacks. The ship claimed to have downed one Japanese plane and assisted in splashing four more.

On 5 August, *Appanoose* departed the Okinawa area and sailed in a convoy to Saipan, her first port of call on a voyage that took her by way of Pearl Harbor, to San Francisco, Calif. *Appanoose* made San Francisco on 5 September and, shortly thereafter, began a period of drydocking and availability.

Upon completion of the repair work on 8 October, *Appanoose* headed for the Canal Zone. Having transited the Panama Canal, the ship reported to the Norfolk Naval Shipyard, Portsmouth, Va., on 30 October.

*Appanoose* was decommissioned there on 26 November 1945 and turned over to the War Shipping Administration. Her name was struck from the Navy list on 5 December 1945.

*Appanoose* earned one battle star for her World War II service.

*Appleton Victory*, see *Private John R. Towle* (AK-240)

### *Appling*

A county in the state of Georgia.

(APA-58: dp. 12,450; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 370; trp. 753; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam*; T. S4-SE2-BD1)

*Appling* (APA-58) was laid down under a Maritime Commission contract (MC hull 1851) at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 9 April 1944; sponsored by famed moving picture actress, Claudette Colbert; and simultaneously acquired by the Navy and placed in commission on 22 August 1944, Lt. Comdr. Alexander Lunde Stuart in command.

Following shakedown training off the California coast, *Appling* sailed for Finschhafen, New Guinea, on 17 October. She was forced to stop at Purvis Bay, Florida Island, for engine repairs but finally reached Finschhafen on 14 November. The ship then carried out training exercises in Humboldt Bay.

On 25 December, the ship embarked troops of the 6th Army at Hollandia. *Appling* sortied for the Philippines on 3 January 1945 with Task Group 77.9, a part of the Luzon invasion force. She anchored in the Lingayen Gulf transport area on 11 January and began discharging troops east of San Fabian. Later that evening, the transport joined other ships in splashing an enemy aircraft 2,000 yards off her starboard quarter. The next day, she retired to Leyte Gulf.

*Appling* remained there through the 26th, when she again sailed for Luzon. She arrived in the area off San Antonio and San Felipe on the 29th and began disembarking troops at 0657. After her landing party was safely established on the beach, *Appling* returned to Leyte Gulf.

During the next two months, the ship remained in the waters of Leyte Gulf carrying out training exercises. Late in March, she took on cargo and personnel earmarked for Operation "Iceberg," the assault on the Ryukyus. On 27 March, the ship left with Transport Squadron (TransRon) 13 of the Southern Assault Force, bound for Okinawa.

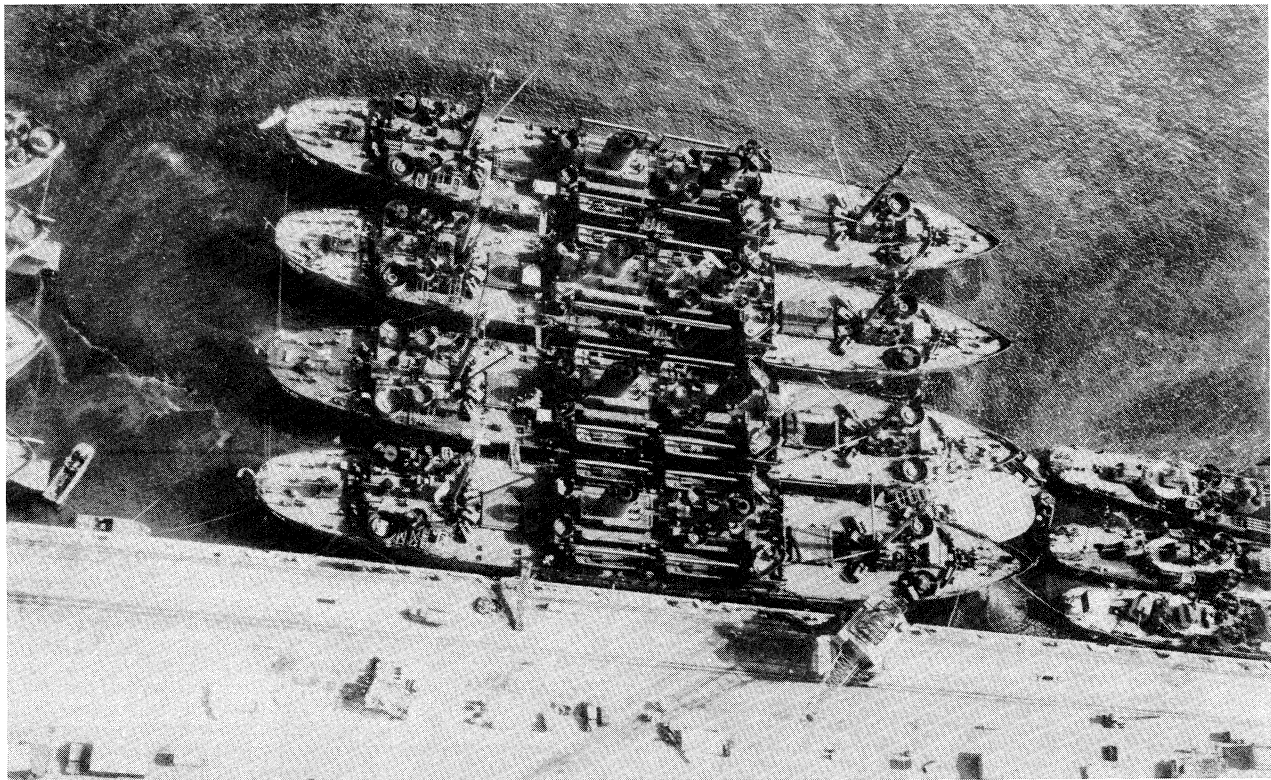
*Appling* arrived off that island early on 1 April and, at 0605, began lowering her boats, which were used by troops from other vessels. *Appling* debarked her own troops from 3 to 7 April and then retired to Kerama Retto. She served as a receiving ship there until the 12th when she returned to Okinawa. On the 14th, the ship got underway for Hawaii.

Following a brief stop at Saipan, *Appling* reached Pearl Harbor on 2 May and, the next day, sailed for the United States. The ship arrived at San Pedro, Calif., on the 10th, and began voyage repairs. On 7 June, she proceeded to San Diego, Calif., for refresher training.

The ship set sail on 16 June for Majuro Atoll, Marshall Islands, and continued on to Guam in mid-July. She then reversed her course and returned to the west coast. *Appling* reached San Francisco on 29 July. After almost a month of repairs—during which hostilities ended—she got underway on 27 August and headed, via Eniwetok, for the Marianas. Following a stop at Guam, she moved to Saipan where she took on elements of the 2d Marine Division scheduled for occupation duties in Japan.

On 23 September, *Appling* arrived at Nagasaki in company with other units of TransRon 12. Five days later, the ship sailed





*Appling* (APA-58) lies outboard (top) of sister ships *Barrow* (APA-61), *Brule* (APA-66) and *Gasconade* (APA-85), at the Pearl Harbor Naval Shipyard, 27 February 1946, as they are readied for Operation "Crossroads." (80-G-361735)

to the Philippines and carried troops from Subic Bay and Manila to Sasebo, Japan. *Appling* left Sasebo on 19 October and set a course back to the United States carrying homecoming veterans.

The transport arrived at Portland, Oreg., on 27 November for upkeep. *Appling* sailed back to the Philippines in early January 1946 to carry more troops home to the United States. The ship left Philippine waters on 4 February and transited to Pearl Harbor. She was assigned to the target fleet for Operation "Crossroads," tests at Bikini Atoll in the Marshall Islands to determine the effects of atomic-bomb explosions upon ships. *Appling* arrived at Bikini on 2 June and operated in the area of that atoll through 15 August, but was never utilized as a target.

After touching at Pearl Harbor on the 15th, the ship continued on to the west coast for a series of radiological clearance tests held at San Francisco and San Pedro, Calif. She touched at Port Hueneme, Calif., on 26 September, to take on cargo for transportation to Pearl Harbor. However, before the ship was loaded, she was ordered to proceed to the east coast for deactivation.

*Appling* transited the Panama Canal on 22 November and arrived in Norfolk, Va., on 30 November. She was decommissioned on 20 December 1946 at the Norfolk Naval Shipyard, Portsmouth, Va. Her name was struck from the Navy list on 4 April 1947, and the ship was transferred to the Maritime Commission on 31 March 1948.

The ship was laid up in the National Defense Reserve Fleet until 9 September 1954, when she was consigned to the Arrow Steamship Co. She was returned to the National Defense Reserve Fleet on 12 December 1954 and was berthed in the James River. The ship was ultimately sold for scrapping.

*Appling* earned two battle stars for her World War II service.

#### *Aquamarine*

A blue to green, transparent, semiprecious stone which is a form of the mineral beryl.

(PYc-7: dp. 220; l. 124'; b. 20'6"; dr. 7'; s. 12 k.; cpl. 53; a. 2 .30-cal. mg.)

*Sea Wolf*—a yacht built in 1926 at Wilmington, Del., by Pusey & Jones Corp.—was acquired by the Navy from Mr. R. H. Wolfe, of Columbus, Ohio, on 13 January 1941 at Charleston, S.C.; placed in service at Charleston on 14 January 1941; arrived at the Washington Navy Yard on 19 January 1941; and placed in commission there on 9 April 1941, Lt. George A. Lange in command.

The following day, *Aquamarine* departed Washington and set a course for Charleston. She arrived at that port on 14 April and began conversion in the Charleston Navy Yard. She completed the yard work late in July and, on the 28th, once more got underway for Washington. Her arrival back at Washington over two weeks later—on 16 August—suggests an extended stop along the way, most probably at the Norfolk Navy Yard for repairs. In any event, upon her return to the nation's capital, *Aquamarine* was assigned to the Naval Research Laboratory. For the most part, she operated in the Chesapeake Bay and the Potomac River conducting underwater sound experiments. She also performed a limited amount of experimental work with radar, mines, and underwater communications.

The coastal yacht broke that routine only twice in her Navy career. Between 16 October and 4 November 1943, she operated off the Connecticut coast near New London; and, from 24 January to 18 April 1944, she cruised the waters between Florida and the Bahama Islands. On both occasions, however, her assignment remained experimental work under the auspices of the Naval Research Laboratory. During the summer and fall of 1945, she also served as tender to the presidential yacht *Potomac* (AG-25). When *Williamsburg* (AGC-369) replaced *Potomac* as presidential yacht during the winter of 1945 and 1946, *Aquamarine* also served as her tender too. In June of 1946, she moved south to Norfolk to prepare for decommissioning. *Aquamarine* was placed out of commission on 21 June 1946, and her name was



struck from the Navy list on 13 November 1946. On 31 January 1947, she was transferred to the Maritime Commission's War Shipping Administration for disposal.

### *Aquarius*

A constellation and the eleventh sign of the zodiac.

(AKA-16: dp. 14,200; l. 459'3"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 404; a. 1 5", 4 3", 18 20mm., 2 dcp; cl. *Andromeda*; T. C2-S-B1)

*Aquarius* (AKA-16) was laid down under a Maritime Commission contract (MC hull 205) on 28 April 1943 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 23 July 1943; sponsored by Mrs. Edmund E. Brady, Jr.; acquired by the Navy on 20 August 1943; and commissioned on 21 August 1943, Capt. R. V. Marron, USCG, in command.

Manned by a Coast Guard crew, the attack cargo ship conducted brief shakedown training in Chesapeake Bay and sailed on 15 September via the Panama Canal to the west coast. Reaching San Francisco on 19 October, the ship loaded cargo and embarked passengers for transportation to Hawaii. *Aquarius* reached Pearl Harbor on 28 October and then returned to San Diego where she reported for duty to the 5th Amphibious Force, Pacific Fleet, and was assigned to Transport Division 24. Following a repair period lasting until 25 November, *Aquarius* embarked marines and got underway for amphibious training exercises off the California coast.

On 4 January 1944, the attack transport sailed for Hawaii. She joined Task Force (TF) 53 at Pearl Harbor and sortied on 22 January for the invasion of the Marshall Islands. *Aquarius* stood into the transport area off Roi and Namur Islands, Kwajalein Atoll, on 31 January and, from then until 6 February, unloaded her cargo and disembarked troops. On 10 February, the vessel arrived at Funafuti, Ellice Islands, where she joined the 3d Fleet. During the remainder of February and into early March, the ship operated in the Solomon Islands conducting amphibious training exercises with Army troops. On 21 March, she moved to Noumea, New Caledonia; loaded Army personnel and equipment; and took them to Emirau Island to serve as a garrison force. From Emirau, *Aquarius* embarked troops of the 4th Marine Regiment and took them back to Guadalcanal. Between 20 and 28 April, she carried elements of the Army's 40th Division to Cape Gloucester, New Britain, and returned the 1st Marine Division to the Russell Islands.

Following repairs at Espiritu Santo, *Aquarius* returned to Guadalcanal to conduct rehearsals with the 3d Marine Division for the projected assault on the Marianas. On 4 June, she departed Guadalcanal with TF 53 and proceeded to Kwajalein, the staging base for the operation. This force had orders to act as a floating reserve during the Saipan landings and, when directed, to invade Guam. TF 53 sortied from Kwajalein on the 12th. However, the engagement with the Japanese Mobile Fleet in the Battle of the Philippine Sea and the unexpectedly fierce resistance of the Japanese garrison on Saipan caused the invasion of Guam to be postponed. After standing by for over a fortnight, *Aquarius* and the other ships for TF 53 put into Eniwetok on 28 June to await further orders.

They sortied again on 17 July and reached Guam on the 21st. By 26 July, all of *Aquarius'* cargo was unloaded, and the transport sailed for Eniwetok. From there, she proceeded on to Espiritu Santo, where she arrived on 6 August. After a week of provisioning, the attack cargo ship moved to Guadalcanal. During the rest of August, she took part in training exercises for the assault on Peleliu. The vessel got underway with TG 32.17 early in September and entered the transport area off Peleliu on the 15th. She remained in the area unloading cargo and receiving casualties from the beach until 22 September.

*Aquarius* then headed for Hollandia, New Guinea, where she arrived on the 25th. After embarking Army personnel for exercises in the Humboldt Bay area, the ship sortied on 13 October with TG 78.1 for the invasion of Leyte. On 20 October, she was anchored in San Pedro Bay and began unloading her cargo. The vessel left the area the next day, and she returned to Hollandia, but made another run to Leyte in mid-November. By the end of November, *Aquarius* was at Aitape, New Guinea, to load more Army units. She sailed on 28 December with TG 78.1 to support the landings at Lingayen Gulf.

The attack cargo ship reached the invasion area on 9 January 1945, completed unloading the next day, and retired to Leyte on the 13th. She took on cargo and personnel for the impending Zimbalas-Subic Bay operations. *Aquarius* reached that area on 29 January and, two days later, was back in Leyte. Late in February, the ship proceeded via Hollandia to Guadalcanal and held training exercises off Guadalcanal until sailing for Ulithi on 15 March. On the 27th, she sortied with Transport Division 36 for the assault on Okinawa.

*Aquarius* remained off Okinawa from 1 to 9 April, resupplying other ships. She got underway again on the latter day; called at Saipan on the 13th; Pearl Harbor on the 26th; and arrived at Seattle, Wash., on 4 May to begin overhaul.

The yard period ended on 12 July, and the vessel conducted refresher training off the west coast. While she was still in California waters, Japan capitulated. *Aquarius* departed San Diego on 18 August, arrived at Guam on 4 September, and moved to Saipan three days later to load cargo and troops for use in the occupation of Japan. On 23 September, she anchored in the harbor of Nagasaki to begin unloading. Departing Japan on the 26th, the ship proceeded to Mindoro and Manila Bay, Philippines. On 23 October, she sailed from Manila with TG 78.7 bound for Hong Kong, China. During the next two months, *Aquarius* shuttled Chinese troops and supplies between Hong Kong, Chinwangtao, and Tsingtao. The transport returned to Seattle on 13 December.

The attack cargo ship remained on the west coast until February 1946; then proceeded to New York where she was placed out of commission on 23 May. *Aquarius* was turned over to the War Shipping Administration on 12 September, and her name was struck from the Navy list on 13 November 1946.

*Aquarius* earned eight battle stars for her World War II service.

*John D. Widden* was acquired from the Army on 12 June 1951 and renamed *Aquarius* (AK-263). That same day, she was loaned to the Republic of Korea. She operated as a unit of the South Korean Navy until returned to the United States Navy early in 1960. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

### *Aquidneck*

Indian and early colonial name for the island in Narragansett Bay, between Newport and Goat Island. Aquidneck is an Algonquin word meaning "at the island" and was suggested to the Navy by the mayor of Newport, R.I., Henry S. Wheeler.

(YFB-14: dp. 544; l. 151'0"; b. 53'0"; dph. 14'6"; dr. 9'6"; s. 9 k.; cl. *Aquidneck*)

The steel-hulled ferryboat *Aquidneck* (YFB-14) was laid down on 28 July 1936 at Bath, Maine, by the Bath Iron Works Corp. (Bath's hull no. 167); launched on 13 February 1937; sponsored by Miss Valnessa Easton, daughter of Lt. Comdr. Glenn H. Easton, CC, USN, Superintending Constructor at Bath Iron Works; and delivered to the Navy on 22 May 1937.

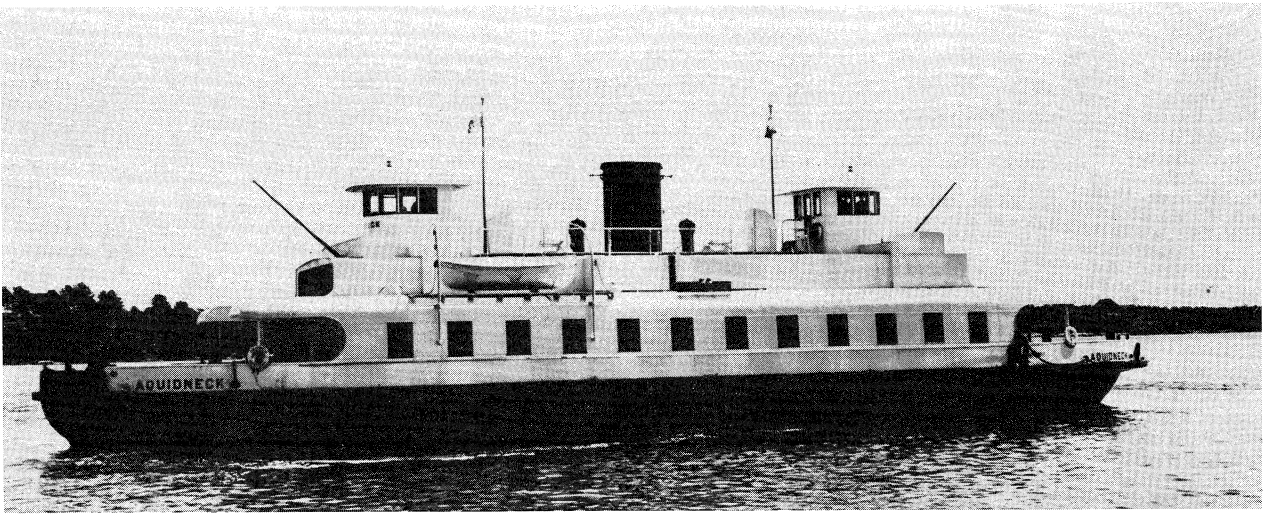
*Aquidneck*—built to replace *Narragansett* on the run from Newport to Goat Island, servicing the needs of the Naval Torpedo Station, Newport—commenced her service on the morning of 28 May 1937 from the Government Landing at Newport. Over the next three decades, *Aquidneck* operated as a ferryboat within the 1st Naval District, principally servicing Newport, R.I., until placed out of service, in reserve, in October 1971. Stricken from the Naval Vessel Register on 1 July 1975, *Aquidneck* was transferred to the state of Washington on 19 December 1975.

### *Aquila*

A northern constellation in the Milky Way.

#### I

(AK-47: dp. 4,075; l. 288'1"; b. 40'6"; dr. 18'4"; s. 12.5 k.; cpl. 156; a. 2 3", 4 20mm.)



*Aquidneck* (YFB-14), underway circa 1937. (80-G-457679)

*Tunis* was built in 1936 at Copenhagen, Denmark, by the Helsingør Shipbuilding Co.; acquired by the Navy from the Maritime Commission on 11 August 1941; renamed *Aquila* (AK-47) on 3 September 1941; converted for naval service by the Sullivan Drydock & Repair Co.; and commissioned on 24 October 1941, Lt. Comdr. Samuel S. Fried in command.

*Aquila* almost immediately began a series of convoy runs from New York and Boston to Reykjavik, Iceland. Between 1 December 1941 and 10 October 1942, the cargo ship made five round-trip voyages. On 7 November 1942, she arrived at Norfolk, Va., to begin operations with the Naval Transportation Service.

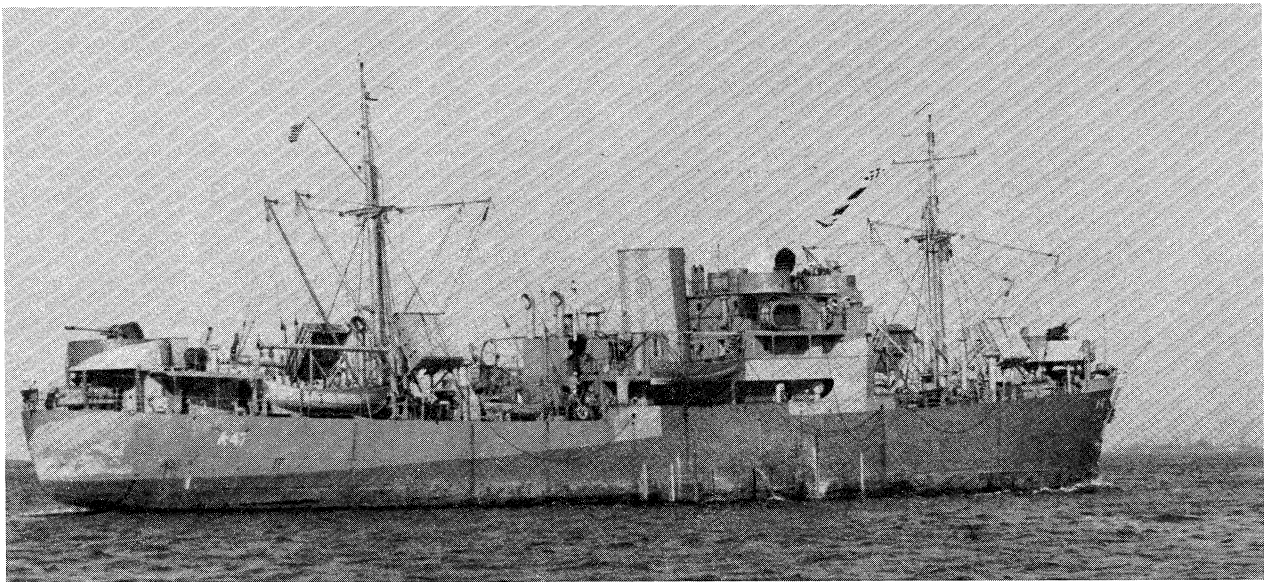
The ship's new assignment involved shuttling supplies and personnel between ports in the Eastern, Panama, Gulf, and Caribbean Sea Frontiers. *Aquila* followed this routine until she was placed out of commission at Norfolk on 9 October 1945. Her name was struck from the Navy list on 24 October 1945, and the ship was returned to the Maritime Commission for disposal.

## II

(PHM-4: dp. 214 (f.); l. 133'0"; b. 18'0"; dr. 6'0"; s. 51 k.; a. 1 76mm., 8 Harpoon; cl. *Pegasus*)

The second *Aquila* (PHM-4) was laid down on 10 July 1979 at Seattle (Renton), Wash., by Boeing Marine Systems; launched on 16 September 1981; sponsored by Mrs. John D. Bulkeley, the wife of Rear Admiral John D. Bulkeley, World War II, PT-boat hero; and commissioned at the Puget Sound Naval Shipyard on 26 June 1982, Lt. Comdr. David M. Lee in command.

After completing her fitting out, *Aquila* got underway from Bremerton, Wash., on 15 July in company with *Taurus* (PHM-3) and *Frederick* (LST-1184) and shaped a course for her home port, Key West, Fla. *Frederick* escorted the two guided-missile hydrofoil gunboats as far as Rodman in the Canal Zone where *El Paso* (LKA-117) took over. *Aquila* and her traveling



*Aquila* (AK-47) off Boston, 4 August 1942, wearing unusual pattern camouflage. (NH 92646)